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A. S. WATSON & CO., LIMITED.

DEATHS.

On the 25th May, at Fonzance, Cornwall, ALMOND HOWE, late Government Marine Surveyor, Straits Settlements, aged 53 years.
(On the 22nd June, at the General Hospital, Penang, G. S. H. SANDERS, of Singapore.
On the 22nd June, at Penang, Mr. MARCUS, proprietor of the Europe Hotel.
On the 23rd June, at 37, Courtfield Gardens, South Kensington, HERBERT WYLLIE, DANIEL, aged 46 years.
On the 28th June, at No. 18, Park Lane, Shanghai, FREDERICK GRALE MONSARRAT, Lieut., R.N.R., aged 47 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th July, 1901

A copy of the North-China Daily News of the 27th ult., which arrived from Shanghai yesterday, brought a few further details about the rumoured aggressive movements of Prince Tuan and TUNG FUHSIANG, who, as we have already stated, are said to be threatening the one Peking, and the other Taiyuan. Our northern contemporary reports, on the authority of a Nanking letter quoting despatches received in that city from Lanchow, the provincial capital of Kansu, *vis* Hsian, that Prince Tuan with a numerous following of Mongol horsemen, variously estimated at from 6,000 to 20,000 in number, had already passed through the district of Hengch'eng, an important place just touching the Great Wall, about ninety miles due east of Ninghsia, bound eastwards through the grass country on his way to Peking by Shansi province. These Lanchow despatches go on to say that the majority of the Mongol horsemen are from the "Alashan" league, and are under the immediate command of their own Princes. The Alashan Mongols, the North-China Daily News explains, inhabit the vast grass-lands outside the Great Wall to the North-west of Ninghsia prefecture, and their chiefs cordially received Prince Tuan and his followers when they sought refuge last autumn in that part of the Empire. But the rebel prince's new partisans furthermore claim that they have received promises of help from all the Mongol leagues outside the Great Wall, and boast of being able to bring into the field by the coming autumn no less than one million Mongols. There is reported also to have been "considerable warlike enthusiasm amongst the Mongol horsemen as they passed through Hengch'eng, songs praising the warlike exploits of Genghis, the great Mongol conqueror, being constantly sung by these horsemen on the march." It is, of course, impossible to check these native reports by

evidence from any other source, but it may be concluded that the Chinese themselves fully believe the story and hold that Peking itself is threatened by a grave peril. This indeed would be no exaggeration if the Mongol boast of the forces they can call together were true; for if not of a calibre qualifying them as dangerous to European troops, their numbers at least render them formidable to such Imperial troops as they would be likely to encounter on the way to Peking, and it would take the best trained Chinese army to stop them. A certain amount of reassuring news is conveyed in the same Nanking letter which brings news of the Mongol rising, for it is stated that as far as is known there is no connection between that rising and TUNG FUHSIANG's movements. The latter when last heard of was still in Kansu province, at Kuyuan, the headquarters of the Provincial Commander-in-Chief, which is about one hundred and fifty miles east of Lanchow. As the Daily News says, it would be impossible in the scattered state of TUNG FUHSIANG's adherents, as well as the distance to be marched over, a very mountainous route, for the Kansu forces to reach even the Shansi borders within three months at the very least, and if TUNG FUHSIANG desires to join forces with Prince TUAN in the grass country, outside the Great Wall, it will take him much longer to get to Shansi or Chihli. The danger, therefore, does not appear so immediate as from the earlier undetailed reports it may have seemed.

The German mail of the 20th May was delivered in London on the 1st inst.

Yesterday, the American Day of Independence, the stars and stripes were flying on many public buildings and on the warships and other vessels in the harbour. A salute of twenty-one guns was fired at noon.

The local office of the Chinese Imperial Maritime Customs, whose presence in Hongkong and Kowloon has long been a grievance, is shortly to be moved to Chak-wan, in Chinese territory, just beyond Deep Bay.

A signature list to be attached to the petition to the Secretary of State for the Colonies, asking for an enquiry into the sanitation of the colony, has been placed in the hall of the Hongkong Club for the convenience of any members who may desire to sign.

The Mercury hears that orders have been received from home for the British authorities at Shanghai to hold an inquiry into the circumstances attending the death of the late Captain Clemens. Mr. J. J. Francis, K.C., has been retained to watch the case on behalf of the relatives of the deceased.

Pumping operations on the dredger Canton River were again delayed yesterday owing to leaks. We are informed by the way, that the leading mathematical expert in the Colony has calculated that 2,700 balloons would raise the dredger without difficulty; but he omits to say where the balloons are to be procured from.

An Italian couple, perfectly destitute, who lately arrived from Shanghai, went to Chief Inspector Mackie at the Central Station yesterday, and requested that the authorities should exert their influence to induce the Italian Consulate to give them a passage to Manila. They had been to the Consulate, but Chevalier Volpicelli being at Canton, his representative told them he had no power to do anything, and they had no means of subsistence. Inspector Mackie, who has no power to grant their request, told them they either would have to await the return of the Italian Consul, or declare themselves vagrants before the Magistrate, when they would receive shelter in the House of Detention, a suggestion which made the unfortunate couple shudder.

The London and China Express of the 7th ult. says:—Notwithstanding a certain amount of official discouragement—it seems to be the fashion just now to put a damper on everything from theatrical to sanitary matters—the scheme for the Wanchai reclamation at Hongkong seems to be launched, and in a far way to being carried out. Mr. Chater is again the moving spirit. If the Government will not move there is at least sufficient private enterprise in the Colony to proceed with most of the desirable schemes, even though the Government insists on bargaining for a share of the pound of flesh which it does not itself create. With the pressure there is for space, and with rents going up as they have done, Mr. Chater has earned the gratitude of all in increasing the available area within the business centre of the town.

In the conditions under which Admiral Seymour gave his challenge shield for the best score at prize-shooting in the British fleet on the China Station, he points out that on almost all stations challenge cups are in existence for rifle shooting, and he hopes that the shield he has now presented for heavy gun firing will foster a spirit of emulation among ships as to raise the standard of practice. He points out that accurate fire with heavy guns will be the principal factor in bringing fleet or single ship actions to a successful issue, and that, therefore, the importance of good gun fire is paramount. Sir E. H. Seymour has revised the rules governing the competition for his challenge shield by all captains and commanders' crews when going through their course of manœuvres. In future, instead of the right of the flag being taken by the men of the flagship at all parades on shore, or when a brigade is landed, that place will be occupied by the ship which carries the Seymour challenge shield.

The British transport Narami arrived in the Harbour yesterday from Weihaiwei.

The Ghruka regiment, which had their camp at Yangtsepo, left Shanghai on the night of the 28th ult. for Shanhaiwan by the transport Lalpouwa.

The permanent German naval force on the East Asiatic Station will consist of four large and two small cruisers, four gunboats, three torpedo-boats, and some armed river steamers.

Shanghai's declaration of infection against Port Arthur has been withdrawn. The Straits Government has withdrawn its notice against Bangkok as infected with cholera.

Two new Japanese Consulates are to be started shortly, one at Montreal and the other at Odessa. The necessary appropriations have been proclaimed in the Official Gazette.

The German military authorities at Shanghai have taken a large house in the Siewai Road, near the Babbling Well, at a rent of Tls. 400 per month, and are contemplating building barracks for a permanent garrison.

The news is now confirmed that Brigadier-General G. Richardson, C.B., C.I.E., who has been commanding the Cavalry Brigade in the north, is to succeed Major-General O'Moore Creagh, V.C., in the command of the British garrison at Shanghai. He was to arrive there in the Formosa on the 3rd inst.

The Shanghai New Press announced on the 27th ult. that it would, from the 1st inst., have the full service of Reuters' telegrams, hitherto the monopoly in Shanghai of the N. C. Daily News. This will supply the lack created by the absence of the "New Press specials" from London, which ceased apparently about the middle of last month.

It is stated from Peking that Vice-President Hu visited General Gaselee a short while ago regarding the evacuation by the English. He was anxious that when they went, they would hand over the territory to China, and not to some other power. He further asked that one or two hundred soldiers be left for a time to aid the Chinese soldiers in keeping order.

A home contemporary wrote last month:—It is not probable that anyone who knew, or thought for a moment, credited the suggestion, which came apparently from the clouds, that the Emperor of China would visit England. The Chinese Minister very naturally informed a representative of the Exchange Telegraph Company that he knew nothing about such rumours.

The antipathy to the introduction of Chinese labour seems to be widespread, for the British Consular report on the trade of Paraguay for last year states that, notwithstanding the dearth of suitable and reliable labour, which leaves little prospect of any genuine progress in the country from an industrial or agricultural standpoint, the Government is averse to the importation of coolie or Chinese labour.

A Portuguese clerk, only 20 years of age, decamped last week from a well-known broker's office in Shanghai after having induced the sheriff to give him in return for a 15,000 Tls. cheque, apparently signed by the firm, 6,000 Tls. in specie and the rest in notes. The spec he afterwards turned for a draft on Tientsin. The cheque changed out to be a forgery, but the clerk had got away north, it is believed by a China Merchant's steamer.

The Universal Gazette learns that Sir E. Satow, British Minister at Peking, recently wrote to Li Hung-chang objecting on certain grounds, not yet made public, to the presence in Peking of Kuei Ch'un (Manchu) and Ho Nai-ying, both Vice-Presidents of one of the Six Boards, in an official capacity. This objection has been forwarded by telegraph to Hsian by Li Hung-chang, and a reply is now awaited. The notoriety gained by both Kuei Ch'un and, especially, Ho Nai-ying, last summer at Peking as strong Boxer sympathisers and followers of Kang Yi, Yung Lu, and Prince Tuan, is probably the reason for the objection.

The Japan Mail says:—The Russian authorities, after some delay, are said to have explained their action in excluding Japanese subjects from Harbin by saying that they cannot yet undertake to protect the lives and properties of foreigners in Manchuria. A significant declaration surely. Japanese visiting Manchuria do not look to Russia for protection of their lives and properties, nor would the Japanese Government think of imposing upon Russia any responsibility for the safety of its subjects in Manchuria. If such an answer was given, the Russian authorities must either have intended to make a pregnant declaration, or were betrayed into an undiplomatic admission.

A northern despatch reports that H.E. Yang Ju, Chinese Minister at St. Petersburg, has at last received permission from the Throne to resign his post and return to China, on the ground of having already considerably exceeded his term of office and also because of serious illness. As a matter of fact, says the N.C. Daily News, Yang Ju's term of office expired in the summer of 1899 and his successor Kuei Ch'un, a Manchu—Yang Ju is a Chinese Bannerman, or Manchurian—who is to relieve Yang Ju, was appointed then, as may have been seen in the columns of this paper at the time. Naturally, not only has Yang Ju been promoted in rank, in the meantime, but also Kuei Ch'un—the latter was only a Taotai in substantive rank at the time, whilst he is now a Vice-President of one of the Six Boards—still the appointment of Russia has never been cancelled and Kuei Ch'un is now to succeed Yang Ju in the usual manner.

The German ironclad division from this station is expected to arrive at Wilhelmshaven on the 14th August.

The tax on theatrical performances at Nagasaki has been reduced from '88 yen per night to '33 yen per night.

The following appointment has been made to the Admiralty—Lieutenant G. L. Parnell, to the Blenheim, to date May 25.

The Penang Chamber of Commerce proposes to recommend to the Straits Government for nomination Dr. Brown as its representative in the Legislative Council during the absence of Mr. Bromhead-Matthews.

The Budget Committee of the Austrian Delegation adopted the Naval Budget on the 31st May, and agreed to a suggestion made by the reporters of the Budget, that it should express its recognition of the behaviour of the Austro-Hungarian troops in China.

The Malay Mail hears that Mr. G. T. Hare, the Federated Malay States Secretary for Chinese Affairs, has not been in good health lately. Rumour has it that Mr. Hare will shortly proceed on long furlough, and that during that time he will act as Second Commissioner at Weihaiwei.

The death is recorded in June of Com. H. Packe, R.N., at Bordighera. He was engaged in all the operations at the reduction of the Peiho Forts (1860), and had charge of a division of transports. After the Chinese War, while commanding His Majesty's gunboat Snap, and engaged in the suppression of piracy, he rescued the officers and crew of an American vessel, and received the thanks of the President of the United States.

A telegram from Toulon to the Petit Journal says:—The French cruiser d'Entrecasteaux, under orders at Toulon for the China Station, has undergone steam trials with very satisfactory results. During gun practice the 240-millimetre gun was fired from the after turret, but at the fifth shot the brake of the gun-carriage fractured at the valve. This will delay the departure of the vessel for her station.

A Simla telegram of the 29th ult. says:—Two months ago over four thousand plague deaths were occurring weekly in Bengal; last week only 42 deaths from this disease occurred there. Bombay Presidency this week reports a small rise of from 402 to 440 deaths, and the Punjab a rise from 146 to 176 deaths. Everywhere else the plague continues to decrease. The total number of deaths for the whole of India in the past seven days was 147 against 312 in the corresponding week last year.

The new P. and O. steamer Soudan, which has sailed on her first voyage to the Far East, is a twin-screw steamer of 5,700 tons gross register, and was built by Messrs. Caird and Co., of Greenock, for the Company's service to India and China. Although primarily a cargo steamer, she has accommodation for ninety first-class and seventy second-class passengers, and the two decks, which are pierced throughout, are specially adapted for the transport of a large number of troops. Her dimensions are:—Length, 450 ft.; beam, 52 ft.; and depth, 32 ft. 6 in.

The special correspondent of the Times at Peking writing in April said:—Three months ago a Japanese statesman said to me in Tokyo: "It is not strange that at such a crisis, and considering all that the preservation or ruin of China means for your commerce and your influence in the Far East, your Government, far from taking the lead in the Peking negotiations, has not yet given the faintest indication of a policy nor the slightest suggestion even of the objects which it thinks worth striving for." I cannot believe that it is really indifferent, but, if it is too much engrossed with other matters, why does it not cut the submarine cables and leave Sir Ernest Satow to frame and carry out his own policy in China as Sir Harry Parkes did in Japan in the old days to the great advantage of his country and ours? As far as one can judge from any positive influence which Downing Street would appear to have hitherto exercised upon the progress of negotiations here, the question might be repeated to-day with added emphasis.

Among the discoveries of the party now working with the aid of the Cretan Exploration Fund at Knossos in Crete, the site of the famous Labyrinth was a find of a very surprising character. As the excavation went on, detached pieces of ivory and crystal began to appear, which were found to belong to a large hoard of the same earth; and by means of framing and underplastering it was possible, after nearly three days' careful work, to get out the whole of it. In the magnificent object thus recovered was undoubtedly the Royal draught-board. The framework was of ivory, perhaps originally supported on wood, the board having perhaps also acted as the lid of a box to contain the men. The surface of the board formed a kind of mosaic of ivory, partly coated with gold, and crystal bars and plaques, backed with silver and blue enamel—the Homeric *Nyctos*. At the corners were a series of medallions arranged one over the other, and which would have been like those of the Egyptian draught-boards, such as that found in the tomb of Queen Hestahetep, already known from the Beni-Museu example. This has been imitated by the Mycenaeans. The board is followed by a kind of labyrinth of ivory and crystal, to which again succeed four large, elaborately jewelled medallions and necklaces of ivory and crystal. The whole was enclosed in a frame of marguerites in relief wrought in the same materials.

The Russian medal for the troops which have taken part in the operation in China is to bear the inscription "China Campaign, 1890-1901," and is to be silver for the troops which took part in the operations on the frontier beyond the River Zia and in the defence of Blagovest-chensk, and in bronze for those which were located in regions declared to be in a state of war.

We are in a position to state, says the Pinyan Gazette regarding the Penang Hill Railway, that the result of communications which have passed between the Directors of the Company and the Government is that the former have resolved to proceed at once with the scheme. Mr. Alan Wilson's plan for a cable line worked by a turbine has been adopted, and it is hoped that in the course of the next two or three months complete specifications and detailed plans will have been furnished, which, if approved by the Government, will enable tenders for the various portions of the work to be called for.

According to the statement of a correspondent in one of our home evening contemporaries the Belleville boilers of H.M.S. *Terrible* have given a great deal of trouble ever since the ship has been in commission. Letters received from the China Station say that the cruiser's boilers become worse instead of better; in fact, are giving so much trouble that the ship will be sent home as soon as she conveniently can. At Portsmouth the work of completing the *Powerful*, the *Terrible*'s sister ship, is being pushed on. It is quite understood that she will go back to China in relief of the *Terrible*, the *London* and *China Express*. But a rather ship is over likely to show the British taxpayer value for his money. By reason primarily of their Belleville boilers, both ships are so frequently under repair that the cost of keeping them in a sea-going condition is enormous.

A really "overland" route to India, as a practicable means of reaching our Eastern Empire by land all the way from Europe, is said to have been arrived at, via Moscow, the Caspian, Meshed and Quetta. It will probably be some time before the various links in the chain of communications are sufficiently perfected to enable officials, tourists, and others to make general use of the line, but Captain R. A. E. Pen, H.B.M. Vice-Consul for Gostan, has twice covered it, and has written to a contemporary to assure officers that they need anticipate no difficulties. Roughly speaking, the line traverses from Quetta to Gostan, through Persian territory to Meshed, thence to Askani, on the Trans-Caspian railway, and so across the Caspian to Baku, and home via Petrovsk and Moscow. It is in contemplation to run a telegraph line along the road from Quetta via Nushki to the Persian frontier, and the railway is not wont to lag far behind the telegraph. In that case, the overland route to India via Moscow and Meshed will come to be a formidable rival, in point of both time and money, to say nothing of convenience, to the steamship lines to the East.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 19 fresh cases of plague (9 Chinese, 2 other Asiatics), and 11 deaths (10 Chinese, one other Asiatic).

All Europeans under treatment still continue to do well.

Mrs. Primrose, of No. 3, Wild Doll, who was admitted into Kennedytown Hospital some time ago, has been discharged as cured.

The information we received and published in yesterday's issue re Fazel Ahmed not having had the plague, was, we are informed, wrong. Fazel Ahmed was a plague patient and was discharged cured on Tuesday last. It was the Japanese sailor Sato who had been sent to the hospital by Dr. Swan for observation, and who, it turned out, had only malarial fever. He has been discharged.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of Japan*, from Vancouver, arrived at Kote at 7 p.m. on the 2nd inst., and left at midnight same day for Nagasaki, Shanghai (where she is due at 2 a.m. on the 6th inst.), and Hongkong.

The C. P. R. steamer *Empress of India* arrived at Kote at midnight on the 2nd inst., and left at 1.30 p.m. on the 3rd inst. for Yokohama, where she is due to arrive on the 4th inst. at 2 p.m.

The Imperial German Mail steamer *Stuttgart*, carrying the German Mails with dates from Berlin of the 10th ult., left Colombo on the 28th ult. p.m., and may be expected here on or about the 8th inst.

The Imperial German Mail steamer *Kian-tschou* left Kote via Nagasaki, Shanghai and Foochow on the 1st inst. p.m., and may be expected here on or about the 10th inst.

The O. & O. steamer *Gaelic*, with mails, &c., from San Francisco to the 14th ult., via Honolulu, has arrived at Yokohama, and will leave for this port this morning, via Island Sea, Kote, Nagasaki and Shanghai.

The N. Y. K. steamer *Isuzu Maru* (American Line) left Shanghai for this port on the 3rd inst., at noon, and is expected to arrive here on the 6th inst., at noon.

Devonshire is to lose an interesting monument of the folly of a wealthy man. The Earl of Egremont, who pursued a picturesque career in the fifties of the last century, resolved to erect a mansion at Silveston, near Erewash, which should be an example to the world of what his genius and riches could produce in the way of beauty and luxury. He was his own architect, and so profuse were his ideas that he put up about two hundred marble mantelpieces, had the floor-knobs of the principal rooms fashioned of amber, and the bath cut of a solid piece of marble. He spent a quarter of a million on the place, and even then it was incomplete. It is, in fact, incomplete to this day, and now, we hear, says the Daily News, it is to be sold as building material.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 2nd July.

RUSSIA AND THE MANCHURIAN QUESTION.

The correspondent of the Daily News at Berlin learns from St. Petersburg that Russia has made a fresh compact with China, which is tantamount to the resurrection of the Manchurian Agreement.

LORD CHARLES BEESFORD ON NAVAL AND MILITARY POLICY.

It is stated in the Times that Rear-Admiral Lord Charles Beesford, C.B., is anxious to resign his command, so that he may be in a position to criticise the naval and military policy of the Government.

LONDON, 2nd July.

THE BOERS IN THE TRANSKEI TERRITORIES.

The Boer invaders of the Transkei territories attacked Maseru, but without success, thirty young farmers keeping them at bay until relieved by General Dalgely. The enemy retreated through difficult routes.

CHANGE DOINGS.

The Morrow of June Settlement, Hongkong, 19.1.

In many of its features the settlement which has just closed resembles the March one. It will be remembered it was prophesied that the latter would bring about no end of disasters; the same was prophesied of the present one, but in neither case, fortunately, were these anticipations, as we now know, fulfilled. In its bulk also, this settlement was nearly as large as the one mentioned, and it occurred on a Saturday, to accentuate further the similarity; but, thanks again to the Bank's staff, who did not grudge working after closing time, everything passed off without the least hitch, while on the Rialto itself no "unlucky accident" was reported.

On the whole, the month has been rather poor, as regards volume of business, the attention of the market being centred, almost exclusively, on two stocks, viz. Ducks and Indos. The former disagreeably surprised its fanciers by taking a downward move, contrary to their expectations, and as these fanciers are numerous, the effect has been somewhat depressing on things generally. Carefully speaking, though, the drop ought not to cause any creaking, for after all it is only 5 per cent, and the best of stock is liable to fluctuate to this extent. One silly rumour, however, was started, which has no foundation in fact, that the profits of the company for this half year are very poor. This is absolutely untrue, and, from all accounts, it appears to be positively certain that the six months' earnings will break all previous records. The rise in Indos has not been of much benefit to Hongkong, most of the settlement business, and an enormous number at that, having been previously contracted for the northern market, which held on tightly, and cleared all its engagements. Cash shares are very scarce on this market. In other shipping lines a fulfilment was done in Douglas and Steamboats, while China and Manilla still retain dirt cheap at 85¢ and 83¢, and man respectively. The call of \$10 on the latter is due this month. Shells have been overdone, and now that the dividend is known, are gradually working down to their proper level. Banks have remained quiet but steady all through the month, only a few small lots changing hands at the uniform rate of 87½. An attempt, made in the week before the settlement, to force the rate down did not succeed, and the market closes with an upward tendency. Rumours are again afloat that an agreeable surprise is in store for the shareholders, who are to be shown as handsome a report as any of the best they have ever seen.

In other stocks there was so little done that it is hardly worth while giving them in detail. Hongkong Hotels have moved up three points, and are scarce at \$125.

Mining.—Ugla lessens marvel, it is said. Even so, and we are no doubt accustomed to disappointments in our mining undertakings; but this last blow of the Oliver mine, coming as it does on top of the Mandi fiasco, has somewhat staggered the market. One may well exclaim, How long will such shaky ventures keep draining Hongkong, and when will people learn to keep aloof from them?

ESA.

POLICE COURT.

Thursday, 4th July.

BEFORE MR. HAZELAND.

A THIEVING YOUNGSTER.

A young Chinese lad, aged 16, robbed from a house on MacDonnell Road a pair of gold earrings and a silver watch, valued at \$35. The juvenile thief hid his spoils between two flower-pots, but failed to notice, when transferring them from his trouser pocket to the flowerpots, that a pearl of one of the earrings came off and remained in his pocket. When searched by Lanco Sergeant Smith, this pearl was found and showed the sergeant that he had the right party, and further search revealed the stolen articles. Examination of one of the earrings proved the pearl found in the lad's pocket to belong to it. Accused claimed to have found it, but the story failed to gain credence with his Worship, who sentenced accused to six weeks' hard labour and twelve strokes with the birch. The sentence did not seem to frighten the youngster a bit, as he left the court laughing.

THIEVING EX-LIBROS.

An ex-librum answering to the name of Leung Kuan Yau was charged with being a pickpocket. Early on the morning of the 3rd inst. two respectable Chinese men were passing along Queen's Road West, one ahead of the other, when the latter, for a trifle, of the defendant, who was in hiding at the back of the gate, stopped the first man, and telling him that he was a detective searching for

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Hongkong, 21st June, 1901. [1556]

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SPORT AND ANECDOTE.

By AN OLD FOGEY.

AT THE HEAD OF THE AVERAGES.

Tottenham, the suburb of North London, is
already known to my readers by reason of
providing the champion football team in Asso-
ciation circles—the Hotspur. But Tottenham
might easily also produce the crack batsman of
the season in Charlie McGahey, who once upon
a time, as the fairy story begins, used to play
back for the 'Spurs'. Indeed, there is no doubt
that the President of years ago, Mr. Jack Oliver,
who was then supported by McGahey, Ralph
Bullock, of Liverpool, and Percy Perrin, another
Essex cricketer, did much to build the Hotspur
Football Club. But his club cricket was so
excellent that he was introduced by an admirer
to Mr. C. E. Green, the old Uppingham boy,
who has played for Cambridge University and
Middlesex, and made Essex. I use the word
"made" advisedly, for if there had been no Mr.
C. E. Green there would have been no Essex
county in the championship. McGahey's per-
formance with Tottenham were so good that
in his 23rd year he was given a place in the
Essex eleven, and he has retained it ever
since, in spite of somewhat delicate health,
for several times has Mr. Green, who is the
chairman of the Orient Steamship Company,
sent McGahey on a voyage to Australia in the
winter. It was the best way to prevent him
from risking his life at football, of which he
was fond. No batsman has commenced the
campaign of 1901 so auspiciously as McGahey,
for in his first six innings he scored 77 not out
and 125 against Sussex, 63 and 77 against
Warwickshire, and 114 and 145 (not out)
against Gloucestershire, giving him on May
25 the fine total of 601, and the still more
glorious average of 150.25 for four completed
innings. I guess and calculate that he will
require some runs to live up to the reputation
this will bring him.

HIS PROGRESS FOR ESSEX.

But Charles McGahey, like any other accom-
plished county cricketer, was not the free gift
of Nature. He was the product of practice—
and industry is after all the indispensable
handmaid of genius. In 1893 he was first tried
for the East Anglian county, but he only scored
48 in four innings, his downfall being generally
due to an all-conquering impulse to hit. In
1894, his second season, he compiled 103 at
Leyton against Hants, and save in 1896 he has
never failed to reach three figures at least once
any summer since that year. But I must not
overrun my story. His career has been one of
constant progress, for in 1895, in 26 completed
efforts, he scored 677. This was the year when
Essex hit up 692 against Somerset at Taunton.
Carpenter made 135, ere he was run out, while
McGahey subscribed 147, and A. P. Lucas the
evergreen Cantab, a perfect 135. T. Russell, the
vicketkeeper, was captured when 99, or Essex
would have been the first county, instead of
Yorkshire, to make four individual hundreds
in one innings. But it should be stated that
Russell was under the misapprehension that
he had completed his hundred. This induced
him to hit out wildly, with the result that
he was caught. In 1896, as we have said,
McGahey never reached three figures, but an
average of 29 was therefore all the more
creditable as testifying to his consistent
excellence. During the Diamond Jubilee year
his defence developed, but he never lost his
punishing powers, as proved by 94 against
Sussex, 140 against Essex, 123 against
Leicestershire, and 87 against Lancashire.
It was against the latter county in the
following summer, that of 1898, that I think
—and I know Mr. H. G. Owen agrees with
the opinion—that Essex accomplished the
greatest feat in their history at Old Trafford,
when they defeated Lancashire by four wickets,
even though the Palestine had the first use of a
good hard pitch, and even though the East
Anglians were 85 behind on the first venture
and ultimately were set the very severe task
of making 336 to win. As a matter of fact
they scored 339 against Cuttall, Mold, Briggs,
Ellis (Bolton), Baker, and F. Sugg. In this
veritable triumph McGahey, shared, for his con-
tribution to the total was 145, his chief partner
being Percy Perrin. It is curious that McGahey
and Perrin are frequently alluded to as "The
Twins," presumably because they are so unlike—
for they even bat in different styles. Moreover,
The Twins were first and second in the Essex
averages this year, for Percy Perrin's figures
were 36 and McGahey's 35. His companion,
Perrin, has generally managed to keep about a
run per innings in front, but this season Mr.
McGahey is in better health than for some time
past. Mr. Perrin will have no easy task to
outstrip his comrade this year.

MR. MCGAHEY'S STYLE.

In addition to being more robust, there is no
doubt that Mr. McGahey has improved since
last summer. During the winter he succeeded
Mr. F. G. Bull as assistant to Mr. O. R.
Barnardale, the old Westminster boy, who is
the secretary of the County. It was perhaps
thought in some quarters that his new duties
would spoil his cricket, but the effect has been
exactly the contrary. It was a feat to score two
hundreds in the match against Gloucestershire,
even though the attack of the visitors was
weakened by the absence of Roberts and C. L.
Townsend. To compile two separate centuries
in one match is really wonderful—despite the
number of batsmen who have done so—when we
consider that there are nine ways of getting
out. Tall in stature and gifted with great
reach, Charles McGahey, like most of the
modern school, is a great forward player. He
relies for his defence on forward play, whereas
his friend, Mr. Perrin, believes in back play.
Nearly all his runs are made by swinging
drives—both to the off and the on, but probably
his best hit is just past mid-on, where the fielder
cannot reach the ball. Unquestionably he is
one of the very finest of the Essex recruits of

the last few years, and as he has only just
turned thirty there is plenty of cricket before
him.

THE PROPOSED ENGLISH TEAM FOR

AUSTRALIA.

In some official circles, but, unfortunately,
no one cares to talk about the matter in print,
there is considerable difference of opinion about
the projected visit of English cricketers to
Australia during the next Colonial season, on
the same lines which have hitherto prevailed.
It was hoped that Mr. A. E. Stoddart's com-
bination of 1897-98 was the last which would
leave these shores under the auspices of the
Melbourne Club, for they finance the under-
taking and annex the profits. It is not on any
solid monetary ground, or on any idea that
English gentlemen are paid by the Colonial
clubs for the trip, that I object to the scheme.
If an English team leaves for the Colonies, and
plays what are called Test Matches in the
name of England, that team ought to be
selected and controlled by the Marylebone
Club and not the Melbourne organisation.
The Australians want all the benefit arising
from the game, both in this country and
their own. Now it is said that the Maryle-
bone Club gave up the idea of collecting a
team when they learned that two of our principal
amateurs declined the Club invitation. It
would be exceedingly interesting to know who
those gentlemen were, and if they propose to
visit the Colonies under the auspices of Mr.
MacLaren. Such tours as these ought not to
be a matter of enterprise, but if this is inevitable
I prefer the plan adopted by Messrs. Spiers and
Pond, who engaged a professional combination
and despatched them in 1892. The professionals
acknowledged that each cleared about £250
after paying all expenses. This is plain,
straightforward business, not a sporting expedi-
ent. Personally I believe in the Marylebone
Club giving an official cachet to all teams leaving
England for Australia, and I advocate the same
principle in relation to combinations departing
from the Colonies for the Mother Country.

AUSTRALIAN BOWLING.

One thing is certain, whether we send a team
"down under" or the Australians arrive "up
above" in 1902, we have not yet discovered the
bowlers who are to rout the Cornstalks and
restore the supremacy of England. I note that
"Felix," the well-known Australian cricket
critic, declares that Ernest Jones, the
South Australian fast bowler, has broken down
through a strain in the leg. Jones may recover,
but "Felix" is harassed when he writes:—
The one thing that worries me is the probable
want of a fast bowler to help Australia next
season. But if Jones be unable to take the
field Saunders is a new bowler of the Ferris
stamp and very difficult to play. Of course, if
Darling sticks to his sheep-farming in Tasmania,
if Ernest Jones be "crocked," and if Haghe
Traub persists in retiring from the game so
as to devote himself to business, England may
have a chance in the future, but there is not
much glory in it unless we defeat the strongest
Colonial side.

A NEW AUSTRALIAN BATSMAN.

They always seem to be finding fresh cricketers
in Australia. A young medical student,
L. O. S. Poidevin, has come out at the top of
the averages there, both in inter-state and
first grade matches, for his figures are 60.71 as
against 57.11 by Noble, 58.55 by Trumper, and
53.45 by Frank Fredele. Like so many more
of Australia's great cricketers, Poidevin's first
appearance was made in public school matches,
and his now more famous fellow schoolboy
Victor Trumper (both were students at Crown
St. School, Sydney) having played together
in many games. Only a matter of six years
ago Poidevin commenced to play in club cricket,
and for a couple of seasons he was very success-
ful. At that time, owing to some peculiar
whim, "Poidey" (as he is familiarly called on
and off the field) would not play in the
Elkstrade competitions, but stuck to the
Sydney Varsity team, and it was while with
the University that his name first began to be
bruited about as one of the most prom-
ising youngsters in New South Wales.
At length he was persuaded to join
the more important Redfern club, and for
the past two seasons he has been a very useful
member of this Electorate team. So well did
he perform with the bat indeed that New South
Wales cried out for his selection in what was
then inter-colonial cricket. But he was not
selected till after Federation was an accomplish-
ed fact, and his first appearance was made in the
inter-state match with South Australia in
January of the present year—a match which
has made so great a mark in cricket history as
having produced the record score in first class
cricket. Poidevin's remarkable exhibition in
this important match is full fresh in the
memory, so fresh indeed as to barely need
repetition. Briefly, then, he added to the many
records then established by himself, creating a
record score of 140 (not out) for a first appear-
ance in inter-state cricket, and while he was
compiling these runs he gave but one very
doubtful chance at point, when he had put
together 50. As a bat Poidevin is interesting;
he is very cautious, and takes no liberties
except with loose and tired bowling; but
his chief strength lies in his defence,
reminding one of Albert Ward. He is essen-
tially a driver, and on this stroke he
is very powerful; especially is he fond of driving
hard to the off, and he plays naturally with the
full face of the bat. As yet he indulges in very
little cutting, but that he will develop in this
respect there is no reason to doubt. It is
exhilarating to watch him drive; he enters into
the proper spirit of the thing, and when he hits
the ball, well—it goes. As a bowler he is
not a success, and he was the worst fielder on
the Sydney cricket ground in the inter-state
match. This is his great failing—he is a
careless fielder, and for this reason alone the
Selection Committee did not pick him before
for inter-colonial matches. About the build of
Harry Graham, the Victorian, Poidevin is not
more than 25 years of age, and while he was at

first inclined to enter the scholastic profession,
being a pupil and assistant teacher in Sydney,
he has forsaken that calling, and is now studying
medicine at the Sydney University at Newtown.
He has toured with a fair share of success
through Queensland, New Zealand, Tasmania,
and Victoria with second elevens of New South
Wales, and in addition to his cricket successes
he has held the title of champion lawn tennis
player of New South Wales. Indeed, I fancy
that he still possesses this honour. It will be
interesting to watch his career.

THE ABORIGINAL AUSTRALIAN BOWLER.

Jack Marsh, the Aboriginal bowler for New
South Wales, is a native of the Clarence River
district, a prosperous part of the north coast
region. He has been playing in club cricket
in Sydney for years, but latterly has developed
to a surprising extent, and is now looked upon
as the best trundler in the premier State. He
obtains a great number of wickets with his
" Yorker," but he sends down a tricky ball with
an off-break which is very deceiving for he
varies his pace with wonderful judgment.
Contrary to what one might expect from an
Australian Aboriginal, he uses his head. He
makes a long run, with a crenching style, and
has a peculiar, low delivery—at times very
questionable. He afforded the indignity of
being no-balled for throwing. Umpire Curran
penalising him in the test match at Sydney at
the end of last year. It is this doubtful delivery
with the off-break that obtains the wickets, and
though he bowls a fast ball he is not a Jones.
"Jacky" is getting on in years, but keeps very
fit, and to-day he is supposed to be the fastest
sprinter in and about Sydney. But, beyond
being able to bowl, Marsh is almost useless on
the field, for he has hardly an idea of holding a
bat or doing anything else. Then men are
always coming to the front in Australia, and
if we are not finding good men, depend upon it
they are.

London, 1st June.

A STORY OF THE CENTURY.

Here is a quotation from an old friend of
mine and of yours—a doctor, one of the wisest,
most kindly-hearted, and successful of the men
who compose his useful profession.
"One thing," he says, "I have been telling
my patients for the past forty years, that, so
far at least as the science of medicine is con-
cerned, the human mind is usually a name for a
group of brain functions. The food in the
blood acts chemically upon certain nerve centres,
and this is mysteriously worked up into what
we call reason. In other words, the condition
of the mind depends upon that of the body."
For example," continues the doctor, "there
are people who are troubled by irritability,
great mental depression, sleeplessness, mental
hallucination, and those symptoms expressed by
the general term 'nervousness' (and who also
fear infection, who might either avoid such
sufferings or be cured in a month, if they but
know that at the bottom of the whole business
lie the poisonous products of imperfect diges-
tion. Ninety per cent. of all the cases of mental
and nervous ailments in persons under fifty are
directly due to dyspepsia."

Now we will listen to Mr. George Bath.
"For many years," he says, "my life was
marred and spoilt by indigestion. At first only
slight, the attacks became more and more severe
as the years rolled by, until at last I was a
physical wreck, a ready prey for every disease.
My head was racked with pain, fierce larting,
stabbing, running pains, that almost drove me
frantic. I had to rush for food, and what
morsel I did swallow filled my body with wind
and caused a most oppressive sense of fullness on
the chest."

"What with a distressing sense of sinking in
the stomach, and a constant feeling of sickness,
through the foul state of my tongue, I felt, as I
looked, 'of all men most miserable.'
This wretched existence—it wasn't life—I
dragged on for twenty years with just a short
respite now and then. Each year the disease
tightened its grip, sapping my strength and
vitality. Doctors examined me and gave me
medicine. They lightened my purse, but not my
ills. At times I turned quite dizzy and
faint, and got so nervous and depressed that I
scarcely dared venture out of doors.
"My whole nervous system seemed unstrung;
the slightest noise distressed me. Why, the
ticking of a clock, in another room, was suf-
ficient to keep me awake for hours, and a knock
at the door would make me jump and tremble
all over."

"Friends shook their heads as they saw me
torturing about more dead than alive, and said
"Bath has not long to live, poor fellow." That
was six years ago, but I'm alive still and very
much alive too. Why, I seem to be getting
younger every day. Though I am now seventy
years of age, I am so brimful of energy and
animal spirits that I feel equal to anything. It
was Seigel's Syrup that wrought the change,
nothing else. I owe my life to its wonderful
power."

"Now, forty Jocks ticking wouldn't spoil my
sleep, and food must be very indigestible indeed
to upset me. I would rather lose £50 than be
without Seigel's Syrup, for it has made a man
of me, and added years of happiness to my life."
George Bath, Trefusis Villa, Windmill Road,
New Brompton, Kent, April 25th, 1900.
No word of the writer's can add one jot or
tittle to Mr. Bath's frank and eloquent state-
ment, the truth of which is vouched for by
many independent witnesses, among them being
Mr. John Searce, Relieving Officer, Medway
Union, Chatham, and Mr. A. Durrant, Short
Street, Lenton Road, Chatham, to both of whom
Mr. Bath is personally known.

Now turn back to the quotation from the old
doctor, and you will learn what Mr. Bath's
disease was. No, never mind, I will set it down
here—it was dyspepsia. Oh, if my voice could
but reach all the suffering men and women in
dear old England, how I would shout to them
the old doctor's deep saying and the story of
Mr. Bath's illness and cure. But, as it is, we
must take the chances of their seeing this
report in print. [60]

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 Hongkong, 29th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
 THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.
 Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or to Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
 ACTING AGENT. [3-4]

Hongkong, 3rd June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched for the above ports on the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
 Agents. [1532]
 Hongkong, 18th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRANILLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA"

will be despatched for Portland (Or) on or about the 12th July.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON,
 General Agent, or to

SHEWAN TOMES & CO.,
 Hongkong, 22nd June, 1901. [1562]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to

SHEWAN TOMES & CO.,
 Agents. [1263]
 Hongkong, 13th June, 1901.

FOR NEW YORK.

THE 3/3 A.L.I. American ship

"I. F. CHAPMAN,"

shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.,
 Hongkong, 2nd July, 1901. [1867]

FOR NEW YORK.

THE 3/3 A.I.I. American ship

"I. SCHEFF,"

will load for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.,
 Hongkong, 3rd June, 1901. [1414]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Asanul, will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
 Agents. [19]
 Hongkong, 3rd July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, RIOME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, VENICE, ADRIATIC PORTS)

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst., P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Freight, apply to

SANDER, WIELER & CO.,
 Agents. [6]
 Hongkong, 1st July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

MANUEL LLAGOS, Amr. ship, Nichols—Standard Oil Co.

SEA WITCH, Amr. ship, Howes—Master.

HONGKONG STEAMERS.

Australian, British str., 3,400, Helms, June 10, Gibb, Livingston & Co.

Bengal, British str., 2,751, Barclay, July 4, P. & O. S. N. Co.

Barnside, Amr. str., 1,400, Laffin, April 14, U.S. Government

Chusan, British str., 2,852, Daniel, July 4, P. & O. S. N. Co.

Daijin Maru, Japanese str., 900, Ogata, July 4, M. B. Kaisha

Donawong, German str., 1,057, Textor, July 2, Butterfield & Swire

Devonshire, British str., 2,364, Conll, June 17, Standard Oil Co.

Elsa, German str., 1,702, Schonwandt, June 26, Jenson & Co.

Germania, Ger. str., 1,713, Bendixon, June 29, Jenson & Co.

Haitan, French steamer, 377, Merles, June 9, A. B. Marty

Haitan, British steamer, 1,183, Roach, July 2, Douglas Laiprak & Co.

Hipsang, British str., 1,040, Crockett, July 4, Jardine, Matheson & Co.

Holhae, French str., 509, Merles, July 3, A. B. Marty

Kang, British steamer, 1,247, Arnold, June 25, Butterfield & Swire

Kashang, British str., 1,138, Sanderson, July 2, Butterfield & Swire

Kawachi Maru, Jap. str., 699, Thompson, July 3, Nippon Yusen Kaisha

Keongwai, German str., 1,115, Riegen, June 25, Melchers & Co.

Kolschhaug, German str., 1,291, Leuss, June 18, Butterfield & Swire

Kwellin, British str., 1,030, Mackenzie, June 26, Butterfield & Swire

Loksang, British steamer, 979, Leask, June 28, Jardine, Matheson & Co.

Maung, British str., 1,643, Welsh, June 21, Jardine, Matheson & Co.

Michael Jenson, Ger. str., 710, Jenson, July 3, Jenson & Co.

Min, British steamer, 367, Howie, July 4, Butterfield & Swire

Muenchen, German str., 4,691, Krebs, May 28, Melchers & Co.

Nanshan, British str., 1,299, Jones, June 27, Bradley & Co.

Oak Branch, British str., 2,064, Schell, June 12, Doddwell & Co., Limited

Quarta, German str., 1,140, Johannsen, July 4, Melchers & Co.

Queen Adelaide, Brit. str., 1,835, McNair, June 21, Doddwell & Co., Limited

Santonio, Amr. str., 500, Hamilton, July 1, Orler

Siam, Danish steamer, 2,438, Glahn, June 2, Melchers & Co.

Sinongnan, Dutch str., 1,818, Sandman, April 18, Chinese

Sullberg, German str., 782, Jenson, July 1, Siemssen & Co.

Taisang, British str., 1,544, Bradley, July 1, Jardine, Matheson & Co.

Tsuruhiko Maru, Jap. str., 1,240, Kagami, July 2, M. B. Kaisha

Wongkol, German str., 1,108, Hartling, June 29, Melchers & Co.

Woosung, British str., 1,105, Dowson, July 1, Butterfield & Swire

Yuenchang, British str., 1,128, Rolfe, July 2, Jardine, Matheson & Co.

RAILWAY VESSELS.

Celest Barrill, British ship, 1,764, Jeffrey, May 29, Orler

Holliswood, Amr. bark, 1,084, Knight, June 14, Orler

Manuel Llagos, Amr. ship, 1,850, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Rional, May 31, E. A. Trading Co., Limited

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master

Sussex, British bark, 1,212, Guthrie, May 17, Master

NOTICE.

TENDERS are hereby called for the

ERECTION OF BRICK SHOPS

FOR THE NORTH BORNHO

GOVERNMENT, particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO., Agents. [508]
 Hongkong, 14th February, 1901.

FROM PORTSMOUTH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at

"DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' AND SAILORS' HOME, ROYAL NAVAL CANTEN.

Price 2s per Copy Paper Covers; 1s.50 in Boards.
 Hongkong, 18th March, 1901. [782]

INTIMATIONS.

AUTOMATIC MAUSER PISTOLS.

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 With CHAMBER for 10 CARTRIDGES,
 FIRING 10 SHOTS in 2 SECONDS
 SIEMSEN & CO.
 Hongkong 3rd October, 1900. [75]

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

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On Sale at Local Newsagents and H. RUTTORE'S Kowloon Store.
 Hongkong, 30th May, 1901. [1883]

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NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resistant.

THE BEST NITRO-POWDER IN THE WORLD.

Price of 12 rounds Cartridges Loaded with Powder

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